

Issue 160 May - June 2006



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Editorial

As the A.G.M. was only last weekend (as I write), there is no report on the event in this issue, apart from the formal minutes, which have been pulled together by our diligent Secretary, Bob Wilkinson. This gives me a clear run at describing the day and its highlights. You will recall that 23rd April was declared a national 'Drive-it Day', when all classic car owners were encouraged to get out and about in their classics. Regrettably, apart from the north of England, the day was pretty wet and miserable early on, so the attendance of our cars at Willoughby was not as good as in years past. However, that did not stop the members turning up for an enjoyable day spares hunting, chatting and taking part in the A.G.M. proceedings. Over 10% of the members were present, which is an excellent turnout for such a widely spread membership. The spares stalls were laid out early, which gave punters plenty of time to spend their money wisely, which they did on various aspects of the day. Apart from the Club spares, money was collected for the sale of regalia, the Holland trip, for the raffle and sundry other items. Amazingly, our Treasurer, Bruce Allan, ably assisted by Friend of the Register, Jim Mcvey, collected a grand total of £6221.10.

The three key points arising from the meeting were, firstly, the standing down of Graham Miles from the committee. Graham founded the Ford Y&C Model Register following a positive response to an advertisement he placed in the Exchange & Mart in September 1978 asking for Model 'Y' owners to contact him. He convened the inaugural and first A.G.M. at his house, then in Abbots Langley, on 18th March 1979. Due to his untiring efforts and unwavering desire to keep our cars on the road for the foreseeable future, the Club has grown and thrived under his guidance. We are all tremendously grateful for all that he has done for our cars and, by dint of his efforts, for the classic car movement as a whole. We have not seen the last of Graham though. He will continue to contribute to the Register activities in an ex-officio capacity. On behalf of us all, Graham, many thanks for your achievements over the past 27 years.

The second key point was the transfer of the helm from Mike Samuel to Peter Ketchell. Mike has completed his three year tenure as Chairman, not in the best

of health, but with bags of enthusiasm and as much active participation in Club events as could be expected. Being unable to drive his Model 'Y', it was always a pleasure to see him and the delightful Kath at our events. In the case of the Isle of Man tour, it was a superb surprise to see them, in mafioso guise, sitting in the hotel lobby on our return from a hard day's driving! Many thanks, Mike. Peter has introduced himself elsewhere in this issue. Suffice it to say that, with a shedful of experience over many years with a variety of classic car clubs, we look forward to his time in the Y&C Chair.

The final piece news is the long awaited availability of exchange steering boxes. For 20 years, the Club experts have been working to provide members with refurbished boxes. At long last, there is a limited supply of exchange splined drop arm-type of steering column and box, so those of you with too much play in your box, if it has a splined drop arm, get your bids in!

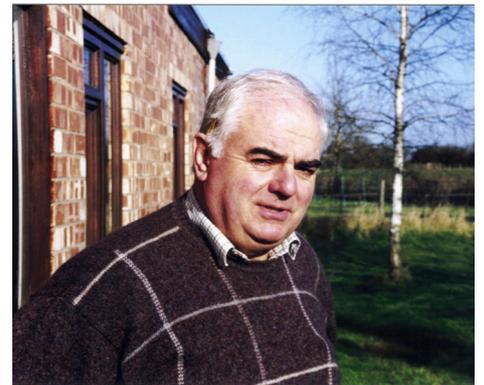
Graham Miles' short rad van sits alongside a patriotic Colin Rowe and Derek Birch's Tudor long rad at the Willoughby Village Hall.



The equally patriotic Ian Hawley's Tudor accompanies Ron Kendall's Tudor long rad and Jim Miles' Eifel at the A.G.M.



Over the last couple of months, since the last issue, I have been adding photographs and information on individual cars onto the Y&C Register historical database. Thanks to those of you who have responded to my requests for information on your cars. I am always pleased to receive photocopies of buff or green log books, as they contain so much historical information, as well as photographs of restorations (which I scan in and return immediately to the sender) and written histories. Hopefully, the database will outlive most of us and provide useful and interesting provenance data for future owners of our cars.



After 27 years devotion to the formation and running of the Ford Y&C Model Register, our founder, Graham Miles, steps down from committee work to let some younger blood in

One member who sent in his log book was Phil Beckett from Hull, who recently bought JF 5360 from member, Jack Smith, who lives over the other side of the Humber estuary in Grimsby. Jack had bought the car in 1993 from Dave Kelly, who had kept it in a lock-up. Mindless vandals broke into the lock-up and torched the car. As can be seen from the photographs, Jack has made a good job of the restoration.

The interior of JF 5360 after it had been gutted by fire in the lock-up.



JF 5360, having been totally restored in a green and black livery by Jack Smith – now owned by Phil Beckett.

I am sorry to report that Bob Tredwell is not good and has withdrawn from the administration of the All Ford Rally this year, which would have been the 25th that he organised. The Rotary Club of Abingdon will be running it as usual and also taking over Bob and Phylis' role in the preparation of the show. The contact telephone number for entry forms for the rally remains the same (see 'Events 2006'). We wish Bob a speedy recovery and hope to see him at the rally.

The mystery of Julian Janicki's ferry has been solved by Geoff Salminen, who recognised it from one of his ambulance trips with the handicapped of Birmingham, whom he drives around the country on a voluntary basis. According to Geoff, the photograph (on page 4 of issue 158) shows the small chain-driven ferry across the mouth of the River Dart. The town on the opposite bank is Kingswear, just to the south of Dartmouth. Well done Geoff; keep up the good work.



One photograph I found lurking in my in-tray is of a Model 'Y' chassis, which had some major surgery carried out to the rear end, in the form of new side members from the rear cross member back. Would the owner of the chassis (illustrated) please make himself and the chassis number known to me as I have lost any reference to its origin. A clue is the 'modern' in the background, registered C671 KFJ (1986 Exeter registration).

Would the owner of this chassis please make himself and the chassis number known to me.

Amongst the thousands of different cards in the various card shops in the average town centre, I have yet to find one with one of our cars on it; Morrisons and Austins in abundance, but not the humble Ford. However, Chris Jarvis hit the jackpot in Hove Post Office where he found a birthday card, which had scripted round a photograph of bathing belles adorning a Model 'Y', "There's no birthday better spent than a birthday spent with good friends." Thanks Chris for sending it in. If anyone else finds a card with our cars on it, please buy two and send one in.

I wouldn't mind spending my birthday with these 'good friends'. The driver of this early 1936 Hertfordshire registered Model 'Y' probably thought Christmas had come early that year!

Hopefully, we will have made one 'elderly' man happy. Bob Wilkie received an e-mail from a Mike Dyer in Somerset, saying that he was trying to find the Model 'Y' that his father sold in 1997, CPT 258, so that he could buy it back, get it on the road and present it back to his father for his 70th birthday (hence the term 'elderly' rather than 'old').



We knew that Robert Pavitt, of Epping in Essex, had bought the car as a pretty rusty hulk in 1997 and even have some photographs of it. We had lost touch, however, with Robert Pavitt, who ceased paying his subs a couple of years back. This is where the sleuth of Epping, Jack Clarke, came to the rescue. Jack was dispatched to find Robert Pavitt and the car, which he did with remarkable ease and reported back. Jack served his National Service in the 1950s as a driver in the Royal Army Service Corps (the smartest mob in the British Army – or so his platoon sergeant told him!). Anyway, as a result of his diligence and undoubted skill in tracing Robert, he has been promoted from Driver Jack Clarke to 'Lance Jack' Clarke! Those of you with some service under your belt will understand the subtle humour there!

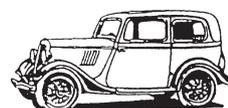
I arranged for a set of green Model Y' carpets to be sent to Bob Anderson, in Illinois, this week from Andover Family Repair (Geoff Foss). Many years ago, I gave Geoff a set of original carpets and he has been producing sets in the three colours, blue, red and green ever since. He currently has one set of blue, two of red and three of green at £240 per set, plus delivery charge, if anyone is interested (see Useful Contacts in centrefold).

Enclosed with this issue are your subscription renewal reminder and a standing order form for those of you with UK bank accounts, who do not currently pay your subscriptions by the completely hassle-free Standing Order method.

I hope you enjoy this issue and the coming summer season. Please send in your news, snippets and photographs.

Sam Roberts.

The closing date for contributions to Issue 161 is Friday, 30th June 2006.



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Photograph on back cover

This beautiful photograph of Geelong-bodied roadsters was taken at Kalorama in the beautiful Dandenong hills on the eastern outskirts of Melbourne, Victoria, on Sunday, 26th March. The two cars are Bernie Bridle's green and black, short rad, Model 'Y' standard roadster (Y25238), out on its first run, and Bill Ballard's light blue Model 'CX' roadster, 'Bluey' (C31277). Photograph courtesy Baz Angus with help from Reg Ward in California.

Chairman's introduction – Peter Ketchell.

Hello. I wish to thank you and express my pleasure at being elected Chairman of the Ford Model Y & C Register. I feel very proud and privileged as you, the members, are so friendly.

I am a Chartered Engineer and recently retired after 42 years in the Nuclear Industry. My jobs included Production Engineer, Site Mechanical Engineer and, for the last 18 years, Site Shift Manager.

I have one daughter who is a Modern Language teacher. She was married last year and I used my Model 'CX' tourer to take her and the bridesmaids to the ceremony.

I joined the Ford Model Y&C Register in 1980 after reading an advert in the 'Exchange and Mart' whilst waiting to have my hair cut. I had bought my first Model 'Y' in 1974 for the princely sum of £185 and it required quite a substantial amount of restoration work doing. It was a 1933 short rad, US 2090, which was in the North East of England the last time I saw it, when on Convoy 2000. I changed it in 1978 for a 1936 long rad, DM 9978, which I had for nearly 20 years. I sold this in 1997, but was reunited with it last year, when the current owner, Noel Page, let me drive it on the Wisbech Road Run. It brought back loads of good memories.

I currently drive a 1935 Model 'CX' tourer, COA 715, which I purchased in 1996, since when, have driven it on Club runs to France, Belgium, on Convoy 2000, round Ireland, the Isle of Man and on the Welsh Rally.

Having had withdrawal symptoms after selling my Model 'Y', I purchased Jean Hunt's 4 door Model 'Y', GMD 498, in 2002. This is in my daughter's garage and requires some final assembly work, which I will complete when my second garage is finished.

For some twenty years I have been the remanufacturing officer for both the Ford Y & C Model Register and the Ford Sidevalve Owners' Club, manufacturing parts ranging from bumpers to rubber balls.

What can you expect from me as Chairman? Well, I am prepared to get around and will endeavour to attend events in each Region during my term of office. I will be concentrating on back to basics; in fact the 'Three R's':-

RECRUITMENT, RETENTION and REGIONS.

More details of these when the details have been discussed at the committee meetings.

I would like to pay tribute to Mike Samuel the retiring Chairman and I will be working closely with him on the Regions section of the 3 R's.

I would also like to welcome Bob Wilkinson to the post of Vice Chairman. I believe he has done some work for the Register in the past and I look forward to working with him in his new post.

Please remember the Club belongs to the members and we will be interested in any ideas you have to improve the services and facilities we offer you.

A little food for thought: next year, 2007, will be the 75th anniversary of the Model 'Y'. I hope the Register can organise a special event, say, to arrange to get 75 Model 'Y's & 'C's assembled in one place. We are opened to suggestions for a venue somewhere in central England.

I think that is enough for now. Once again, thank you for electing me as your Chairman. Please let me have your ideas on how you would like the Register to run during my Term of Office.



Secretary's banter

I write this with the AGM pending. I always look forward to our AGM as a good day for meeting old friends and new and I am particularly keen to see this year's combined AGM and Spares day a success. I hope elsewhere in this issue, the report either makes you glad you attended or that you wish you had been there.

The AGM day was also the national 'Drive It Day' sponsored by the FBHVC to raise the profile of our classic car hobby. I hope you were able to take part – if not then please try to use your old Ford as often as possible. I use mine for many local journeys instead of the "modern" and it raises a great deal of interest wherever I park up. Who knows how many new enthusiasts you bring to the classic car scene by simple being out and about and by being prepared to share a conversation with the curious.

Responsible use of our old cars is important, correct maintenance being essential to ensure that we are not perceived to be driving around in tax-free smoky old motors. Madrid is banning the use of cars aged over 15 years from the city from 2008, probably as a result of the smoky old banger perception. The FBHVC is constantly working on our behalf to safeguard the movement, but we all have an individual responsibility in this regard.

I am building up the miles on my Model 'CX' tourer, following a full restoration, before embarking on the Club tour of Holland in June. I am determined to complete the whole journey without raising the hood – anyone prepared to back me on this for charity - Cancer Research? At present I seem to be eating condensers though – has anyone any ideas on this problem?

Most cars turning up now are restoration projects and this prompts many questions from newer members regarding degrees of originality to follow during restoration. Our Club aim is to ensure restoration to as near original specification as possible and of course this excludes customisers (street-rodders in US speak) from our Club. One area I where personally deviate from the original is with regard to trafficators (or turn indicators as a universal term). For reasons of safety I have opted for winking indicators fitted onto the bumper bar region (I refrain from cutting into bodywork) in the modern mode since drivers today do not seem to see, recognise or comprehend the old style trafficator arms particularly in bad weather. With a considerable difference in road speed between my 'CX' and "Mondeo Man" I need to know that my intention to turn or change lane has

been seen. My 'CX' tourer wasn't even fitted with trafficators, so I fear what a modern driver would make of hand signals, even if they were seen! I would like to live a bit longer thank you!

Should we consider other updates for the modern age 12 volts, alternators....? What modifications have you made? Write in with your thoughts on this issue. A thank you here to those members who alert Sam or me to "our cars" appearing on E-bay. Rest assured, we follow up each one giving Club information and offering membership to the buyer. It makes me wonder though why our members (only a few tho') offer their 'Y' or 'C' for sale on E-bay without taking up the Club advertising facilities (magazine and website) free of charge.

A final thanks from all of us to Mike Samuel, who stood down as Chairman at the AGM. Mike has not enjoyed good health in recent years, but has been a regular attender and supporter at virtually all our events in the past 3 years. Mike will still be involved with Club activities, but without the same responsibilities, and will be free to enjoy his Model 'Y' motoring even more.

Please get out and about this summer and let the wider public see and enjoy our old Fords.

Bob Wilkinson. Secretary.

Bob's Joke Corner.

Not one or two, but three short ones for you all this time.....

1. A man was telling his neighbour, "I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect."

"Really," answered the neighbour. "What kind is it?"
"Twelve thirty."

2. Morris, an 82 year-old man, went to the doctor to get a physical. A few days later the doctor saw Morris walking down the street with a gorgeous young woman on his arm. A couple of days later the doctor spoke to Morris and said, "You're really doing great, aren't you?" Morris replied, "Just doing what you said, Doc: 'Get a hot mamma and be cheerful.'"

The doctor said, "I didn't say that. I said, 'You've got a heart murmur. Be careful.'"

3. A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool. After catching his breath he ordered a banana split.

The waitress asked kindly, "Crushed nuts?"
"No," he replied, "arthritis".

Please send me your favourite joke.

Bob Wilkinson.

FORD Y & C MODEL REGISTER.

ANNUAL GENERAL MEETING 23rd. APRIL 2006. WILLOUGHBY VILLAGE HALL.

Present: 41 members plus family and friends. (7 Model 'Y' & 'C's on display.)

Apologies: Neil Bray, Roger Corti, John Fitzgerald, Wendy and David Grace, Doug and Bessie Hickson, David Kent, David Perks.

Agenda:

1. Minutes of 2005 AGM were agreed. There were no matters arising.
2. Officers Reports:

(i) **Chairman: Mike Samuel** welcomed members and thanked all for making the AGM/Spares Day gathering a success.

In his annual report, the Chairman thanked all for maintaining the strength of the Club – this being down to hard working and conscientious officers and members. Sam Roberts continues to find new and more interest for the Club magazine, combining this with valuable archive work. Bruce Allan and Bob Wilkinson have continued with excellent work as Treasurer and Secretary. The spares team, under Graham Miles and Jim Sharp, have ensured that our car needs are well supplied through an efficient system that has developed well through the year. Other thanks were given to Roy Hocking (website), John Argent (Regalia), Geoff Dee (Technical Adviser) and all event organisers. On relinquishing the post, Mike thanked the Club for the privilege of being Chairman and hoped that all officers and members would give equal support to the incoming Chairman.

(ii) **Secretary: Bob Wilkinson** reported on another busy year for officers with 3 Committee Meetings and 4 spares group meetings – with all the associated time and travel. Lessons from the 2005 AGM had been incorporated into the 2006 AGM/Spares Day and he welcomed suggestions for future occasions. A reminder was given to all members not to miss opportunities to recruit new members. The AGM coincided with 'Drive-It Day', which fits the aims our Club, and Bob encouraged members to use their cars as often as possible, to encourage public interest in classic cars. Our Club website continues to receive hits from all over the world, adding colour and information to our archives. Members were reminded that the Committee, in an attempt to fend off the activities of number-plate merchants who search the net, had decided to exclude registration marks from Club advertisements. Of the many local and national events involving the Club, Bob particularly thanked those organisers of NEC, Stoneleigh, Bristol, Alexandra Palace and our own Club French Tour, for keeping the Club flag high. Bob reported on his disappointment at the lack of response from members to the advertisements for the Editor post. It was unfair to expect Sam Roberts to continue in the post, when the Club needed him to concentrate on the vehicle archive work for posterity. All members must regard this matter with some urgency. Indeed, it is vital, given the age profile of the present officers, to encourage younger incumbents. Bob declared his intention to stand down as Secretary within a couple of years. Finally, Bob thanked Mike Samuel for carrying out his duties as Chairman through times of seriously limited health, yet with much enthusiasm. Bob hoped that Mike and Kath could continue enjoying Model 'Y' motoring even more now without the wider Club responsibilities.

(iii) Treasurer: Bruce Allan presented in detail the recently audited annual accounts. The main features were a reduced annual turnover, due to there being no Club financial involvement in the 2005 tour of France, and a slightly reduced spares turnover. Subscription income was up and magazine expense was down. The Club made a profit of £3.5k. and had deposits of £13.5k. The meeting approved the accounts. A full Statement of accounts is available from Bruce Allan on receipt of a SAE.

(iv) Membership: Godfrey Dingley-Jones, in his first report, noted a slight annual increase in overall membership from 407 to 410 and thanked those members – now 54% - who had signed up to use the standing order facility for their subscriptions. In response to a question from the floor, Godfrey agreed to look at incentives to increase this number. The next magazine would contain a subscription renewal notice and a standing order mandate. Godfrey was thanked by the meeting for taking over the membership role, allowing Colin Rowe to concentrate on spares matters.

(v) Spares : Jim Sharpe reported steady levels of sales after a slow start, due to a particularly cold winter period. Members responded well to the special offers through the year and these will continue. The policy of rationalisation i.e., concentrating on what is not available elsewhere in the market, would use limited resources to the best advantage for members. New lines – some maintenance and more shiny bits would be available soon. The great need for a complete price review by the Committee was imminent, as stocks bought at 1990's prices were being replaced at a much higher cost.

Graham Miles announced the availability of exchange steering boxes (both models), following development over several years. Graham also noted the increasing difficulty of locating engineering companies able to produce small batches etc. and asked all members to inform the Club of appropriate organisations.

(vi) Editor / Registrar/ Archivist / Librarian: Sam Roberts thanked all members, local and from around the

world, who had sent in magazine contributions – but urged that they continue. New contributors are welcome, particularly with snippets from family histories etc., as the accompanying photographs often throw up interesting archive details. After 8 years in role, Sam reiterated the need for a new Editor or a “shadow” to take over in the near future.

Registrar/Archivist: Sam noted that, after increases each year, the list of known surviving Y & C Models now stands at 1420. Briggs body numbers were often not recorded and Sam asked members to forward these. The database on each vehicle continues to grow and Sam asked all members to send copies of logbooks, sales documents, etc. to secure this information for posterity. The archives are growing, thanks to contributions from members. For example, samples of Bedford cord material from the early short-rad Model ‘Y’ have recently been added to the archives. Sam is planning a book on the Model ‘C’ and an update on his book on the Model ‘Y’.

Library: The extensive library has had additions this year, as can be seen on the website, but Sam continues to be disappointed by the low rate of borrowing by members.

(vii) Regalia: John Argent reported that Club policy was to limit capital investment in stock and concentrate on quicker moving lines. Specials for the tour of Holland will be available. Suggestions for new items are welcome.

3. Election of Officers: The following were elected by the meeting:

Chairman	Peter Ketchell
Vice Chairman	Bob Wilkinson
Secretary	Bob Wilkinson
Treasurer	Bruce Allan
Membership Officer	Godfrey Dingley – Jones
Spares Officer	Jim Sharpe
Spares Administrator	Colin Rowe
Editor	Sam Roberts
Archivist	Sam Roberts
Vehicle Registrar	Sam Roberts
Regalia Officer	John Argent
Technical Adviser	Geoff Dee.

The Chairman led a vote of thanks from the meeting for Graham Miles, our club founder member. Whilst continuing some involvement on the spares front, Graham was standing down from the Committee after 27 years of giving his invaluable expertise and knowledge over this period – virtually half his adult life – to furthering the interests of the Club.

4. Eire Members Subscription.

A proposal to raise the annual subscription for Eire members to £30.00 was carried by a majority vote. Increases in postal rates made it necessary to bring this subscription in line with the European level, which the meeting felt still offered excellent value.

5. Awards:

The Maurice Billing Award: The Chairman announced that he had decided to present this award at a later date.

6. Notices - Events

- (i) Holland Tour, 3-10 June 2006: John Argent confirmed travel details and reminded members of deadline for payment (12 May). 17 UK cars plus 6 Dutch cars are entered. Cost is £280 pp + ferry.
- (ii) Enfield Pageant of Motoring 27-29 May : Jim Miles gave details (see events list)
- (iii) Gaydon – Ford Day - 23 July: Geoff Dee will publish details of Club stand in the magazine (see events list).
- (iv) Scorton Country Fair – 17/18 June 2006. Lancashire: Bruce Allan gave details (see events list).
- (v) June 2007 - 75th. Anniversary of Model ‘Y’. Pete Ketchell is looking into venue for 75 of our cars.

(b) AGM

- (vi) AGM Raffle raised £100.00.
- (vii) Next AGM: Sunday, 22nd April 2007.

7. AoB.

- (i) Sam Roberts requested video footage of our cars for BBC programme.
- (ii) Graham Miles suggested a future Club Rally in Devon and Cornwall.
- (iii) A Lands End to John o’ Groats Rally was to be considered by the Committee.

There being no further business the Chairman thanked Members for attending and closed the meeting at 15.57 hrs.

The Classic Car & Bike Show, Alexandra Palace

17th – 19th March 2006

Jack Clarke tells of the goings-on on the Y&C stand at the annual show at Alexandra Palace in north London (for the benefit of our foreign readers, this is affectionately known as 'Ally Pally'):-

"It came to pass that I had a phone call on about 2nd March, from the very good friend Jim Miles, who asked me "Would I like to take the old ENO to the Ford stand at Ally Pally on 17th/18th/19th March." He told me he would be there, also the very good Graham Miles, and both would bring their pride and joys. So I said, "Okay, it sounds as though it's going to be good fun – especially if we could attract 3 birds in bikinis to pitch themselves on the bonnet of our cars." [Ever the optimist, our Jack! – Ed.]

So, on Friday morning, March 17th, I set about loading up old ENO in readiness for the event with:- 2 folding chairs, 1 small table, old car posters, window stickers (saying, "Please do not Touch. This is my Pride and Joy."), a dozen glasses, camera, bottle of gin, bottle of Baileys, bottle of scotch, bottle of brandy, bottle of Martini, bottle of Jack Daniels and a dozen bottles of sweet wine.

I got to the Palace at 1.45 p.m. Jim and the charming Cathy were already there. Graham arrived before 2 p.m., which was our slot time to enter the Palace and to set up our stand.

On Saturday, I got to the show at 11 a.m., with my darling wife, Shirley, who came for the day, and I must say she found it all very exciting. In fact, it was not until 10 minutes past 11 a.m. that she asked me, whilst yawning, "What time are we going home?" When we got there, the lads were already on parade and we were joined on our stand by the very good John Argent. (A very enjoyable day was had by all). Followed by the Sunday, when Jim picked me up at my Waltham Abbey home at 9 a.m. and we were on parade at 10 a.m. when the show opened. On reflection the 2½ days were a very happy time.

We had several Club members come to see us and I think we signed up one new member and one ex-member who rejoined. Of course, we had lots of those loveable souls who informed us of the Model 'Y' their

dear old Dad had, etc., etc. ... and, of course, I did my best to keep my stand partners well lubricated with my large stock of booze/spirits. Many bottles of sweet wine were emptied and I'm sure that if the organisers of the show were to give an award for "The Best Pi__ - up Stand at the Show", then we would have surely won it with ease. Sam, you would have been "proud of us"!

We all left the show at about 6 p.m. on the Sunday night. I got home at about 7.15 p.m., put ENO to bed, sat down and thought how nice everyone was at that classic car show weekend. It was all great fun."

Members visiting the show included:- Peter Baggott, from Birchington, Kent; Tony Eldridge, from Ilford, Jim Murray from Worcester Park, Surrey and Tim Brown, from Trowbridge, Wiltshire, who rejoined at the show.

Graham Miles reported that we were the only pre-war club there. The oldest vehicles present were a 1926 ambulance belonging to the London Ambulance Club and a 1933 Riley. All the others were post-1955, which didn't please the public, who paid £13 per head for entry.

A message from the Treasurer.

The Audited Accounts were presented to the Annual General Meeting for perusal and acceptance. I discussed the various aspects of the figures and highlighted those points which I felt should be brought to the attention of the members present. The Accounts were accepted unanimously.

If any member wishes to receive a copy of the Accounts, then these are available from me (address inside front cover). Please provide an A4 size envelope and a first class stamp.

Bruce Allan.
Director/Treasurer.



The Y&C Register at the Alexandra Palace show with Graham Miles' short rad Model 'Y' van, Jack Clarke's 1936 Ford Popular, ENO, and Jim Miles' 1937 Tudor Eifel.



Jack Clarke, with his arms around his son, Gary, a wine buff, and Jim Miles and, seated in front of an empty glass, Graham Miles. I presume John Argent took this photograph.

There was significant wear on the axle ends and the old bearings were very slack, but not broken up in any way. I couldn't bring myself to throw them away - they will have a second life as paperweights! They were stamped, by the way, with a "Pollard" trademark - were they original suppliers or re-manufacturers?

Having covered a few miles since, she certainly seems to be much quieter and smoother at the back end.

**Best Wishes,
Barry Diggle
- Region 16**

NORTHERN SIDELIGHTS

CNN acquitted herself in an exemplary fashion when called upon to perform wedding duties in early March. Fortunately, the day was sandwiched between two very snowy ones, and it was touch and go as to whether or not those Town and Country tyres which Sam had fitted when he owned her, might be called upon to climb the rather substantial hill to the wedding venue! The only complaint was a lack of heater! Driving around in 'moderns' makes one rather soft I'm afraid. I'd quite forgotten how the cold air blows up the trouser legs!

So delighted was I with CNN, especially the fact that the ills reported last year seem to have been checked, that a decision was made to tackle those rear wheel bearings.

An order was placed with the Club stores on Thursday and the sleeved bearing kit was awaiting me at the College delivery address on Tuesday morning. An excellent service!

Two to three days were set aside for the task and all went according to plan. As previously reported by others in 'Transverse Torque', the most tricky bit was removal of the circlip and old oil seal. The former was achieved by a combination of mole grips and sharp screwdriver, whilst the oil seal succumbed to a long screwdriver, slightly bent, and hammer. What is the Ford-approved method of removing the circlip? - I was expecting to be able to use a conventional circlip remover. The opportunity was taken to remove and thoroughly clean up the backplates and the general accumulations around the axle casing.



CNN on wedding duty at my daughter's wedding in Andover, April 1988. - Sam."

Events 2006

27/28/29 May	Enfield Pageant of Motoring	EDVVT, Tel: 020 8367 1898 Car entry by ticket only. Club stand.
29 May Bk/hol Mon	Antique & Collectors Fair, Classic Cars, Berkeley Castle, Gloucester.	Pam Millard. 01454 413050 or Ivor Bryant 01454 411028
3 – 10 June	'Raid Holland 2006' Tour of Holland	John Argent 01707 662049
11 June	Great Manchester to Blackpool Run.	NigelWhitaker 01772633650
17/18 June	Scorton Vintage and Country Fayre Club stand. Nr. Garstang, Lancs.	Bruce Allan 01995 601041
18 June	Kemble Air Day. Club stand. Cirencester/Tetbury, Gloucestershire	Ivor Bryant 01454 411028
25 June	Chipping Sodbury Rotary Club Classic Car Run (approx 90 miles)	Ivor Bryant 01454 411028 for entry forms pre 26 May
8/9 July	Ardingly Show. Club stand. Haywards Heath, West Sussex	John Keenan 01424 424323
8/9 July	Birdingbury Festival, Sothall, Warks. with the Midlands Vehicle Preservation Society	Geoff Dee 01926 334780
23 July	Blue Oval Super Rally Gaydon Heritage Motor Centre, near Warwick.	Geoff Dee 01926 334780
13 August	Wisbech Road Run, Cambridgeshire	Roger and Jo Hanslip 01945 430325
20 August	Powerscourt Picnic Run Irish Veteran & Vintage Car Club	John Fitzgerald e-mail:- john.fitzgerald@electrolux.be
16/17 Sept.	North Norfolk Railway 1940s weekend.	Brian Mace 01603 425558
24 September	All Ford Rally, Abingdon Club stand.	Entry forms from Bob Tredwell, 01235 530720
1 October	The Restoration Show Stoneleigh, Warwickshire.	Geoff Dee 01926 334780
27-29 October	Classic Motor Show NEC Birmingham. Club stand	Geoff Salminen 0121 427 2189
5 November	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
11/12 November	Ivor Bryant 01454 411028 Shepton Mallet, Somerset	Restoration Show,

Events 2007

17/18 February	Bristol Classic Car Show Shepton Mallet. Club stand.	Ivor Bryant 01454 411028
25 February	Y&C committee meeting Willoughby	Bob Wilkinson 01832 734463
22 April	Annual General Meeting Willoughby Village Hall	Bob Wilkinson 01832 734463

Kemble Air Day – Sunday 18 June

Ivor Bryant, on behalf of the Y&C Register and the Sidevalve Owners' Club, has accepted the offer of a stand at the Kemble Air Day, between Cirencester and Tetbury, for June 18th and can take a further eight cars. Please contact Ivor if you are interested, as we will allocate these spaces on a first come basis. Ivor can be contacted on 01454 411028 or e-mail Ivor.Bryant@rokgroup.com

Blue Oval Super Rally – Sunday 23 July

This July, the Heritage Motor Centre at Gaydon (just off M40 south of Warwick) will be bringing together Ford clubs to celebrate the marque at the centre of British motoring history. 12 vehicle passes are available to each Club, which allow entry to the rally but not camping (available overnight Saturday at £10 per pitch). Always a good show with the Heritage Museum as an added attraction. Participating cars to be in position by 1030 a.m. on the Sunday. Contact Geoff Dee for Club stand vehicle pass: Tel: 01926 334780.

Non-Register events

Luton Festival of Transport (now in its 15th year). **Stockwood Park, Luton. Sunday 11th June**, 10am to 5pm. Pre booked exhibits FREE. Over 1200 vehicles, including over 50 clubs in 2005. Large Autojumble. **The Vauxhall Heritage Museum** is open in conjunction with the show. Interactive Driving Skills Display and Demonstrations from the Emergency Services, Adults £3.00, Children, £1. Family £7.00
Contact Ann Marriott, 01582 597375. E-mail:- ann@cvpg.co.uk

The Retro Car Show (cars from '50s to early '80s). 2nd July – Santa Pod Raceway. "Huge variety of cars from both classic and retro car clubs, as well as large trade area and extended autojumble with thousands of bargain parts. We've also got other exciting features to get involved with, including the famous ¼ mile strip, Autotest, a Cars for Sale area, a mobile rolling road, Best club Car competition and lots more! www.classicsandretro.co.uk"

The new MoT test and vehicle weights.

I am delighted to say that my Model 'Y' Kerry once again passed her MoT without a hitch. This was the first time that it had been subjected to the DVLA computerised test. The initial problem was giving the car some identity on the computer identification screen, i.e. Model 'Y'. The model is not listed as an option under 'Ford' – surprise, surprise!

The only other problem question asked by the computer concerned the weight of the car in kilograms. I made a wild guess, which I'm sure was way out, but it caused me to look up the weights of our cars to help others.

Unfortunately, the specifications of the Models 'Y' and 'C'/'CX' listed in the sales brochures cover length, width and height, but not weight. The only document giving the weight is the driver's handbook. Here the weights are very much in 'old money', i.e. hundredweights (cwt), qrs (quarters) and lbs (pounds) and, I understand, are the weight minus petrol, water and spare wheel. These weights are listed below with the metric conversion in kilograms (kgs) alongside.

I then hit on the idea of looking at European driver's handbooks, where the weights are listed in kilograms. I have a set of Spanish handbooks from Luis Cascante. These weights are also listed below and, in true Murphy fashion, differ quite significantly from the converted English weights! So the final column approximates and rounds up or down to give sensible figures.

Model/Type	UK h'book cwt/qrs/lbs	Conversion kgs	European h'book kgs	Sensible Figure
Tudor 'Y'	13 cwt	660	687	675 kgs
Fordor 'Y'	13½ cwt	685	725	700 kgs
'Y' Van	1339 lbs	607	*	600 kgs
'Y' tourers (approx.)				600 Kgs
Tudor 'C'/'CX'	15 cwt 2 qrs	787	728	750 kgs
Fordor 'C'/'CX'	16 cwt	813	752	775 kgs
'C'/'CX' tourer	13 cwt 2qrs 27 lbs	698	*	700 kgs

*Denotes no European figure available.

NEWS OF NEW MEMBERS

Prepared by Godfrey Dingley-Jones, 15 April 2006.

Since the last issue of 'Transverse Torque' we are pleased to welcome to the Y&C Model Register the following 8 new full members. These include four members who have rejoined.

Tim Brown	B0264	Trowbridge
Tom Gregory	O-G106	Illinois, USA
John Gumble	G0911	Cheshunt
John Phillips	P0402	Tolworth
R.A.Slattery (Gus)	S1905	Clonmel, Eire
Stuart C. Spencer	S0237	Swindon
David A Thickins	T0303	Poole
John O.Vize	V1203	Hellidon

We are delighted to welcome these new members.

Brief details of their vehicles are as follows:-

Obviously, these figures are approximate, but I suggest we use them so that DVLA will see some consistency across our vehicles. It might be worth your while jotting your particular weight in kilograms on your handbook or MoT folder. To obtain an accurate weight figure for your particular car, the only solution is to visit your local weigh-bridge.

I am grateful to Luis Cascante for providing the Spanish driver's handbooks and to Roger Hanslip who, unwittingly, came to the rescue at the A.G.M. He has recently purchased a pretty sorry Model 'Y' van from Paul Beck and, in his usual enthusiasm, has produced a compilation of period photographs and official Ford dimensions for the van, including the weight. I was stumped on this one, as there were seemingly no driver's handbooks published specifically for the van (unless you know otherwise?).

Sam Roberts.

Tim Brown has re-joined the Club and is the owner of a two door Model 'Y' Y46682 Registration No. JY 3479 first registered on 17 April 1934 with a Briggs body number of 167/1142. The car is at present under restoration and is electric blue. Thanks for re-joining Tim and we hope the restoration proceeds smoothly.

Tom Gregory from Bethany, Illinois, USA has joined the Club having purchased a 1934 Model 'Y' Tudor, Y60481, Briggs body number 165/1411. Tom has a collection of cars, mostly Model 'A' Fords. Welcome to the Club, Tom, and we hope all goes well with the Model 'Y'.

John Gumble has re-joined the Club and has recently purchased Y31420, a 1933, 2 door Model 'Y', Briggs body number 135/19002 Registration number PO 8088. The car is unpainted and John intends to restore it to its former glory. We hope the restoration goes well and thank John for re-joining the Club.

John Phillips has joined the Club as he and a number of colleagues at the Brooklands Motor Museum Trust are working on a 1936 4 door CX Saloon, Registration No. CLK 179 with a Briggs body number 466/402. The engine number is E96A 6015C with a single water inlet. The body is black with brown trim, has an intact sliding roof and grey wheels. The engine was recently started. The car was presented to the Trust in August 1990 by the late Miss G. Stedman who was the daughter of the second owner of the car, a Mr Stedman (now deceased) of Weybridge in Surrey, who had the car from when it was nine months old until 1990. The car has been displayed by the Museum Trust as a memento of the Ford Gymkhanas held at Brooklands in the 1930s. Unfortunately, no documentation was handed over; hence the chassis number and date of first registration are unknown. We wish John and his colleagues well with the restoration

R.A. Slattery (Gus) from Clonmel, Eire has re-joined the Club. He has a 2 door Model 'Y' Y141678, first registered 1 July 1936, Registration number IP 3257 which is fawn over beige. We welcome Gus back to the Club and hope his restoration goes well.



Stuart Spencer's Tudor Model 'Y' alongside its American counterpart, the V8 Model 40, at the All Ford Rally on Abingdon cricket ground in 1987.

Welcome back to the Club, Stuart, and we hope the continuing restoration goes well.

David A. Thickins from Poole in Dorset is the proud owner of a 1936 2 door 'CX' saloon, C48213, first registered on 31 July 1936 with the Registration number BUR 680. The Briggs body number is 465/7331 and the engine number is 446601. The car is black with green trim. David bought the car, which was part of the Sharp Family Motor Collection, from a Christie's auction and is to carry out a complete restoration. We thank David for joining the Club and hope his restoration goes according to plan.



A sorry looking BUR 680 at the Christie's auction last June. We wish David Thickins enjoyment with the restoration.

John Vize has owned BAD 997, a 2 door 1936 Model 'Y' with a chassis number of Y129531 since the mid 1980's when he bought the car from a Bristol dealer. The car is green over black with green trim and has a double water inlet. John is carrying out various mechanical, electrical and other work to enable the car to pass the MOT. Hopefully BAD 997 will soon be back on the road again. Welcome to the Club John.

I hope you find this contribution to 'Transverse Torque' informative and, as always, the Club extends a warm welcome to all new and re-joining members. The Editor will be pleased to receive any news and photographs of your vehicles.

SUBSCRIPTIONS ARE DUE ON 1 June 2006

Are Members going to make my job easier this year? I do hope so!

May I request that Members who do not pay their subscriptions by Standing Order to consider this very safe method of payment. If you would like to pay by Standing Order, which is the Club's preferred method of payment, please complete, sign and return to me the Standing Order form enclosed with this magazine. (My contact details are also inside the front cover of 'Transverse Torque'). There is still ample time to set up a Standing Order instruction with your Bank to pay the 2006 subscription due on 1 June 2006. Please take advantage of this safe, easy, reliable and under your control form of payment for your future subscriptions. Should you still wish to pay your subs by cheque or credit card, please ensure that your payment or credit card details are sent to me on or immediately after 1 June 2006.

Godfrey Dingley-Jones
Membership Officer

Spelling.

You don't have to be able to spell to be an editor!

I cdnoul't blveiee taht I cluod aulacity uesdnatnrd waht I was rdgnieg. The phaonmneel pweor of the hmuan mnid. Aocdrnig to a rscheearer at Cmagbride Uinervtisy, it deosn't mttair in waht oredr the ltteers of a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sill raed it wouthit a porbelm. This is bcuseae the huamn mnid deos not raed ervey lteer by istlef , but the wrod as a wlohe. Amzanig huh? And I awlyas tguohtt slpelnig was ipmorantt.

Local correspondence

Reconditioned engines

After reading the observations of Ian Wright's father on new blocks for reconditioned engines, Jim Sharpe also recalls his time at Ford's working on reconditioned engines:-

"It was normal practice in Ford, when introducing a factory 'recon' scheme, to start with a substantial "float" of new engines. Until the 1960s, engines were reconditioned in house at Dagenham. In later years, the job was farmed out to companies such as Bean Industries.

For my sins, in the late 1950s, I spent two weeks on the "recon balcony" at Dagenham plant during college vacation. In those days, that single plant produced everything from valve springs to trucks and tractors, the PTA (paint, trim and assembly) wasn't built until 1959.

On the "recon balcony" it was common for new blocks to be used for rebuilds, although I never saw a complete "new" engine leave the area. In those days, many of the engines returned by dealers had obvious block damage due to winter freeze ups, rods through the side, etc. In these cases, customers paid the dealer a surcharge for the damaged block. I can't remember the amount, but with the 8hp reconditioned engine selling at £22.10s (including clutch) and the 10hp at £24, it couldn't have been much more than £5.

Those were the days.

'World's Rustiest Classic Car'

In the last issue, Rick Jones described what he thought was the world's rustiest classic car. Needless to say, we have another contender, submitted by David Gustard, who writes:-

"Following a request from Bob Wilkinson, on the 8th, November, 2005, I inspected a derelict 1936 2 door Model 'Y' located in the rear garden of a house in Alborough Road, Newbury Park, East London. I took four photographs of the 'vehicle' which at long last have now been developed and printed. The Body No was 165/39378, no other identification was available. I thought that you should have a copy of these photos for the archives.

I was surprised to be told by the current owner that the registration plates, registration documentation or any other identification could not be found. It is possible that he may be planning to sell the plate numbers some time in the future. Could I submit this vehicle

as a serious contender for 'The World's Rustiest Classic Car.'? It should at least win the local heats as 'Britain's Rustiest Classic Car'.

David, although it looks pretty far gone, with the body collapsed over the rear wheels and pretty moth-eaten at the front, I regret that, in my humble opinion, it does not quite claim the title from the Jones' contender. Good try though!

Bob Wilkinson comments, on a more serious note, "recovering the registration mark without a car is fraudulent - but people do try! DVLA are now cautious and inspect all relevant numbers as clubs are now obliged to do."

right: David Gustard's contender for the World's Rustiest Classic Car."

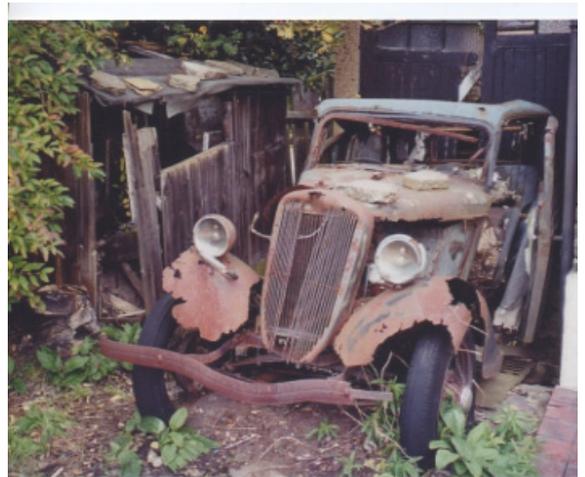
The Brighton taxis (again!)

In the last issue, I related the tale of Walter (Fred) Andrews, who drove one of Dave Ball's taxis when they belonged to B.A. Taxis in Brighton in the 1930s. You will recall his rather hilarious journey from Rottingdean to Brighton with him and his fares all the worst for drink.

At the A.G.M., Dave Ball produced a photograph, taken recently, of Fred Andrews sitting in one of the taxis at Dave's house.

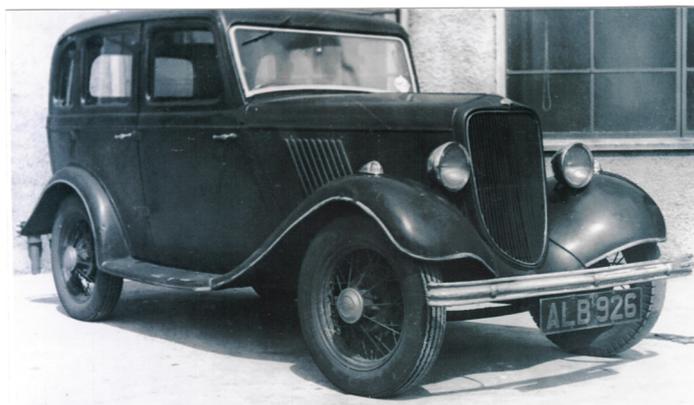
His grandson, Stephen Bullman, who originally wrote the story of his grandfather's trip in the Witham Historic Vehicle Club magazine, was also present.

After 70 years, 'Fred' Andrews is reunited with one of his 1930s Brighton taxis at the home of Dave Ball. Grandson, Stephen Bullman, holds the door open."



An 'X-Y' man

One of the visitors to the Club stand at Alexandra Palace was Bob Humphries, from Wembley Park. He waxed eloquently to the guys on the stand about the Model 'Y' he had during the war and promised to send some photographs. Unlike the normal ex-'Y' owners ('X-Y men'), he kept his promise and sent in an album of photographs and a letter. Bob Humphries bought ALB 926 (London, June 1933 registration) on the day war broke out in September 1939 for £12 10s. Being in a reserved occupation in the horological industry, Bob had a petrol allowance to drive to Scotland, where his company, Jaeger, had been sent in 1942. They made instruments for aircraft.



The car was driven back to London in 1945, after the war and was the family's everyday transport. It also completed the annual holiday trips to Walton-on-the-Naze in Essex. Bob kept the car for 15 years, when he sold it on for £150, having replaced the crown wheel and pinion during his ownership.

"Bob Humphries' short rad Fordor shortly after his arrival in Scotland in 1942. Note the deluxe features; chromed windscreen surround and stainless steel headlamp and sidelight covers. I give him only 2 out of 10 for his attempt at painting white lines on the wings for visibility in the blackout!"



A young Bob Humphries with his parents in 1945 after his return from Scotland."

cheque. Bennett's would be paying £87 10s for a standard Model 'Y' Tudor, which would then retail for £100 back in Letchworth.

He could collect up to six cars per day from the production line. When there were more than one, he would garage the extras at either Silcock & Collins or Toleman's Garage on Ford Road for collection later. Silcock & Collins and Toleman's also had professional collectors, who would act on behalf of distant dealers, in Scotland for example. The cars were delivered from the end of the production line to the delivery gate with the amount of fuel specified on the customer's order. Occasionally, you had to wait all day for your car to arrive at the delivery gate. When your car arrived there, you were called on a Tannoy. It was then your responsibility to examine for defects in the paintwork, to check that there was a full oil can in the holder on the bulkhead and that all the tools were present. The tool kit comprised two spanners, a grease gun, a jack and a starting handle, which also doubled as a wheel brace. Once satisfied, ownership passed from Ford to the dealer.

The most frequent defect was the omission of part of the painted body coachline, which started at the front of the bonnet side and continued on the raised bodywork, round the car to the front of the bonnet on the other side. If part of this line was missing, you called the painter, who was always about at the collection gate to paint the line on freehand. He would be holding his pallet and flapping his brush in the paints, which were red, green and cream, to suit the livery of your particular car. He would draw the line and walk away without the need to check, as it would be perfect every time. When satisfied, we would drive to the security check gate and on to the Free Car Park or back home to Letchworth.

Collecting Model 'Y's from Dagenham

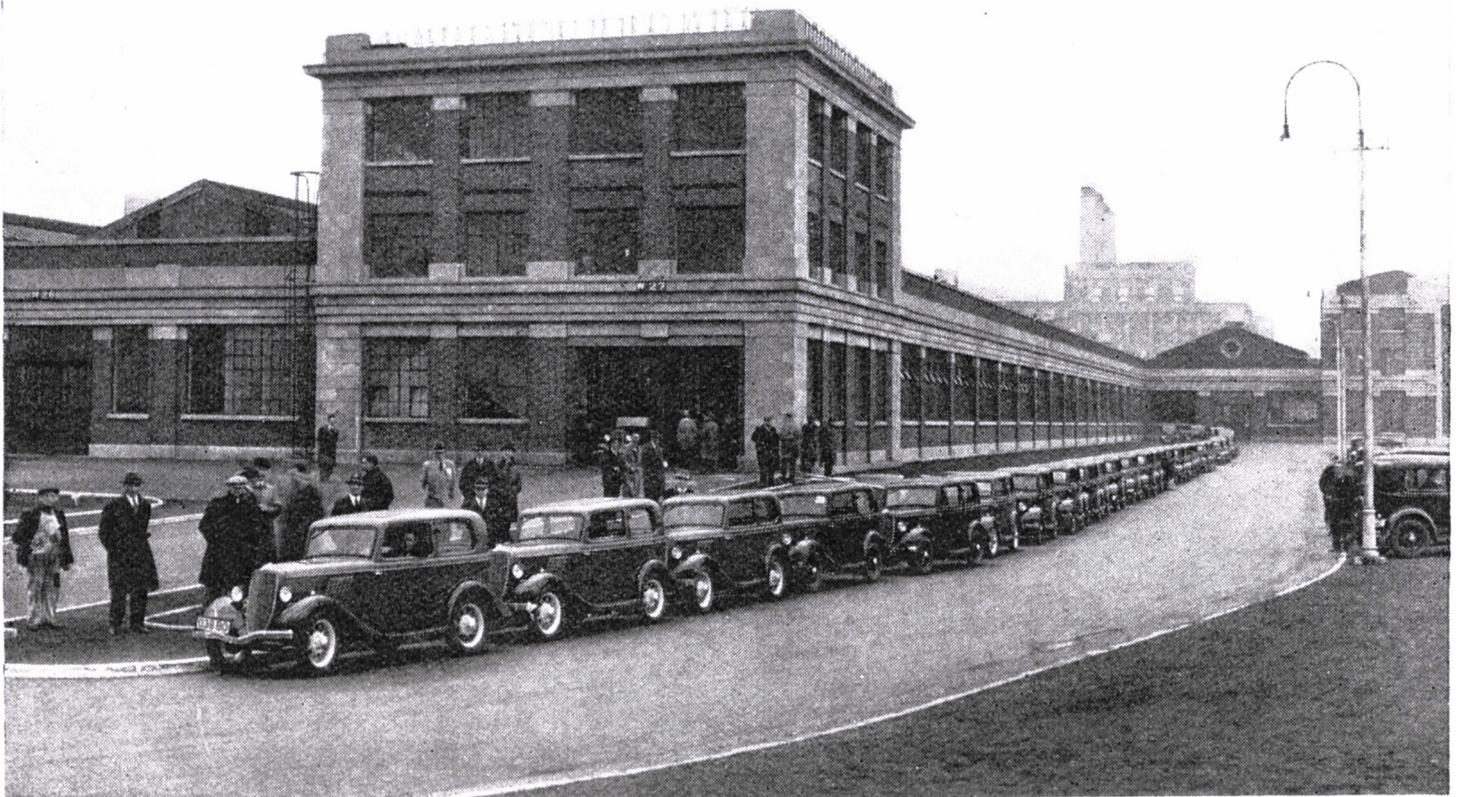
Tom Leonard's recollections.

86 years old Tom Leonard is the father of Y&C member, Mervyn Leonard, and lives in Evesham, Worcestershire. Tom started work at the tender age of 15, in 1935, at the Chater Lea Motor Cycle Company in Letchworth, which was just off the A1, Great North Road, in Hertfordshire, 35 miles from London.

After only one year, Tom moved to Bennett's Motor Works, the main Ford dealer in Station Road, Letchworth, where he worked on the farm machinery side of the business. From the ages of 15 to 19, he cycled the 10 miles to work and back again each day for 6 days a week. He left home at 7.15 a.m., arriving at work for an 8 a.m. start. The official finishing time was 5.30 p.m., which meant that he arrived home at 6.15 p.m. However, he rarely finished at 5.30 p.m. On Saturdays, he worked a half day.

On reaching his 17th birthday, Bennett's put him through the driving test, so that he could collect Model 'Y's from the Ford Motor Company in Dagenham and drive them back to Letchworth. He only did this for a short period of time as his mechanical skills were better employed on tractors and agricultural machinery. His driving seat would have been taken by another up and coming apprentice on reaching driving age. When he was 19 years old, he was able to forego the bicycle and buy himself a Sunbeam motorcycle for £7 10s. Although he left Bennett's after only 19 years, he remained involved with farm machinery until his retirement in 1986. These are Tom's recollections of his first years of driving.

The cost of the rail fare from Letchworth to Kings Cross was 10/6d, from Kings Cross to Aldgate East on the Underground was a further 1/6d and, from Aldgate to Dagenham by Green Line bus, another 1/6d. 13/6d in total. On arrival at Dagenham, with his trade plates tucked under his arm, he would walk the three-quarters of a mile down Ford Road to the imposing buildings on the left-hand side. He would pass through the narrow gate, which was the width of a Model 'Y' with one foot clearance either side, and walk a cross to the office at the end of the production line. Here he would present the paperwork from Bennett's, plus a



A line of new Model 'Y's having emerged from the delivery gate at Dagenham. This posed shot shows all the Model 'Y's that were ordered at the 1933 Ford Motor Exhibition."

We had a delivery speed of 30 m.p.h., which even in those days was pretty boring. Immediately after leaving the production line, the engines were very tight, which caused them to stall unless you were very careful. This often occurred after we left Dagenham and approached Ilford, where there were traffic lights at the top of an incline. If you stalled the engine at this point, the starter was unable to turn the engine, so you had to get out and crank the engine by hand. This invariably caused a tail-back of traffic to the annoyance of bus drivers and other road users.

Very rarely did we encounter mechanical trouble but, on one occasion, well into the journey home, I smelt burning and smoke was entering the car. On investigation, I found that, when the body had been put on the chassis on the production line, it had trapped the loom, causing it to short circuit. On another occasion, on a freezing cold day, to stop the radiator freezing, I had to place some paper in front of the radiator (this was before the days of heaters and anti-freeze). After a few miles, I heard a flapping noise from the paper, so I stopped to investigate and found the paper soaked with engine oil. The oil had leaked from the timing cover, where the timing bolt-peg had been omitted on assembly. Luckily, there was a garage in sight, enabling me to buy a bolt to fill the hole and top up the oil. Fortunately, no damage was done to the engine.

The last Model 'Y' that I collected in late 1937,

remained in the showroom unsold, because of the change of model to the 7Y. It was later dismantled for parts, realising more than double its retail value.

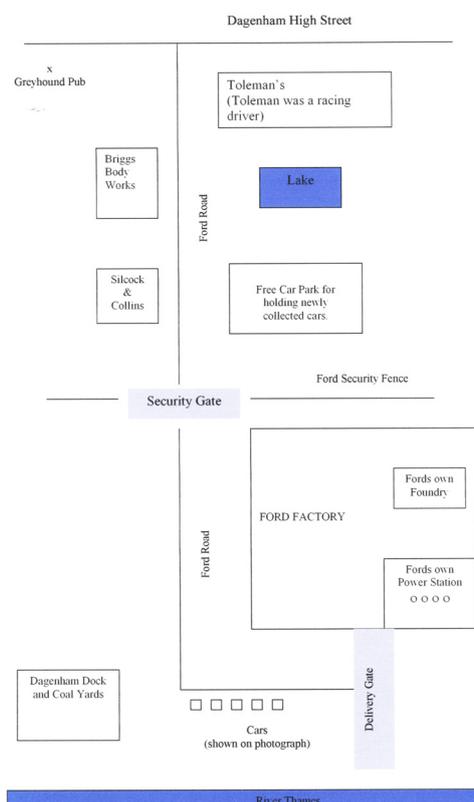
I collected a number of Model 'Y' vans for a grocery chain, who chose the Ford van because of the service offered by the dealer. The vans would come in for service on the grocer's early closing day, which could include an engine change if required, thus not putting the vehicles off the road during shop time.

The most common criticism of the Model 'Y' was 6 volt electrics, the vacuum wipers, rod operated brakes, the transverse rear spring and no heater.

At the same time as the Model 'Y' was being manufactured at Dagenham, so was the green standard Fordson tractor. I was at Dagenham the day war broke out in Poland on 1 September 1939. Delivery of cars to the public was immediately stopped (commandeered for military use) and the young men waiting for cars were sent home."

We are very grateful to Tom Leonard for his memories. I hope my recollections are as clear as his when I'm 86!

The layout of the Dagenham site showing the key locations in the delivery process.



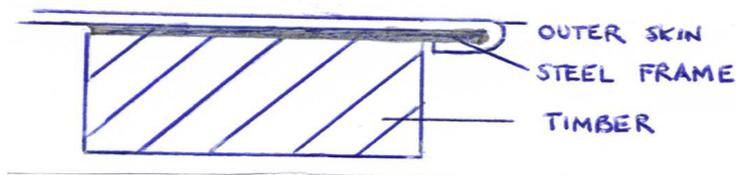
Alpine restoration (continued)

In the last issue, Terry Mortiboy had clad most of the wooden framework with steel panels and had constructed the complex scuttle. He continues:-

"I thought it was about time to get the radiator built, but before that could be done, it had to be altered. The bracket on top of the rad, which holds the grille and the end of the bonnet hinge, had to be heated up and bent forward and down, so that the grille was pushed forward and lowered by about 1 1/2". Having done this, I then took it to Walker's Radiators in Earby for a complete rebuild. Whilst this was being done, I could get on with other things.

Next, I thought I would skin the new doors. First of all I had to screw a metal frame to the front face of the timber frame, making it about 1/4" wider to create a flange to fold the outer skin around.

The outer skin is aluminium. This was easy to work round the metal flange on the two sides and the bottom edges of the door, but the top edge took a lot of work with a mallet and constant annealing to keep it soft enough to stretch it without it splitting.



The radiator bracket having been 'adjusted' to allow for a lower, more 'streamlined' profile to the bonnet of the car.

This completed, I moved on to the rear panel. After the first two attempts (see issue 159!) the rear panel seemed to go without any trouble. It all fitted together really well – then some more photos of another Alpine arrived from Sam, clearly showing the back of the car with a recess for the spare wheel. So after much deliberation, I decided to cut up the back of the car and put in the recess. This is now complete. [Please note that the 'much deliberation' included haranguing me for even suggesting that there should be a recess for the spare wheel - Sam!]

Next I decided to have a break from the metalwork and make the dashboard – which was photographed and measured from David and Wendy Grace's Alpine. Although their dash is painted, it is made of wood, so I made mine from mahogany. Although it is not varnished yet, it looks very good. The instrument panel I had was extremely rusty, so I decided to make a new one in mottled aluminium. I filed out all the holes in the old one to remove the instrument mountings and incorporated them in the new panel. I got some T-section aluminium to make the trim to fit round the outer edge and it looks great.

Back to the bodywork and on to the front grille and valance. The grille needed repairing at the bottom; a new hole was needed for the starting handle and I had to make about 4 new vertical bars. This completed, on to the valance. This was made using photos and measurements from Wendy's car and I'm pleased with the end result.

Next I made the two front inner wings. These were straightforward to make and just need trimming to the right length when I fit the bonnet" To be continued.



The rear panel now has a recess for the spare wheel."

The new mahogany dashboard with the newly crafted mottled aluminium instrument panel fitted.



Members' Cars

Michael Poxon's fire rescue

In the mid-1980s, David Gatenby, from Darlington, found a derelict Model 'C' sitting in a farmer's field near Maston, in North Yorkshire. It was being used as a hen hutch for some very lucky chickens. David rescued it and set about restoring it. In 1986, he reported:-

"The wings (rear) and sills have now been fitted (after much curses and blasting). I have also rebuilt the bottoms of all four doors, which was quite a task as each one had no inner panel left, and there was a large amount of guesswork to try to judge the right depth, etc. One of them I had to do again because it overlapped the sill when I fitted it on. As well as welding the bottoms of the doors, I also had to weld pieces into the tops where what was left of the rubber weather strips had caused quite a lot of rust, making holes all along the top. When I finished all the welding, I filled the insides of the doors with a protective oil similar to Waxoyl and then painted around the edges with Hammerite and the finished effect looks quite good.

I have now got the front axle, spring and steering gear off the car and completely stripped down and have begun to overhaul them.

I have also obtained another windscreen and surround. Unfortunately, the surround is black painted and not chrome (maybe out of a van?) I thought it would fit straight in. What a foolish thought! But I will not let it get the better of me and I will win in the end.

I have re-fitted the engine and gearbox and will soon have a test start-up. While the gearbox was out, I took off the top cover to drain and clean it out. While checking the gears, I managed to explode the synchro hub for 2nd and top – all the little balls and springs flew out. Can you imagine what I said to myself when I had to strip the box right down to re-assemble the hub?"

On completion of the restoration, David registered the car in September 1988. As he had no documentation, he was allocated the age-related registration number LSU 166. From 1988 to 2005, David enjoyed the car and was seen at a number of shows around the north. He sold the car to William Keating of Scunthorpe, Lincolnshire in May 2005. Then disaster struck.

There was a short in the wiring loom, which went undetected causing much damage. The loom was burnt out completely, even up inside the door pillar, through which the power to the trafficators was supplied. Even the wire to the horn inside the steering column was stuck to the tube all the way to the push button. The part of the loom inside the engine



The repaired radiator grille, the new, Alpine-style valance and the front inner wings in place.

bay itself was completely burnt and all congealed together. All the instruments and switches and wires were burnt under the dashboard, none of which could be saved, with the exception of the front part of the ignition/light switch. The paintwork on the door pillar was badly scorched, the headlining was destroyed and the seat upholstery was badly singed.

Just two months later, the car appeared on eBay, advertised by a salvage company, along with other damaged classics. Enter our hero, Michael Poxon. I'll let him take up the story:-

"I first saw my Ford Deluxe C on eBay on the 29 September 2005. She really looked sorry for herself, with one of her headlights pointing down, sitting amongst the other damaged cars.

It turned out to have mild electrical fire damage, so I decided to buy her. It happened to be in Blackpool, where my daughter, Tammy, and I own the Westdean Hotel.

When I got the car home, I did wonder where I would get the parts from; the instruments were burnt and the ignition switch was burnt and a lot of the parts had been stolen. That night I had an e-mail from David Patten, who I did not know. He said that he had three instruments which were out of a Model 'Y'. I bought them and was very grateful to him. However, I soon found out that they didn't fit. The fixings for the speedometer, in particular, are at a different angle in the Model 'C', resulting in the Model 'Y' speedo being at 'ten to the hour'. I left the instruments in anyway and gradually got the correct ones. This was mainly thanks to Bob Wilkinson, the Secretary of the Ford Y&C Model Register.

For sale

1936 Tudor Model 'Y', green/black, Y134456. Original registration and buff log book. Excellent condition. Used by Madonna in film 'Shanghai Surprise'. Bad health forces sale after six years ownership. Reduced further to £3000 o.n.o.

Krishnakant Patel. Tel: 0208 249 1178

1937 Model 'Y' Tudor, black (Y185326). Complete and partly restored. All bodywork from chassis to wood frame totally rebuilt and rust free. Engine rebuilt 5 years ago. £4,000 spent up to now. Continuation log book. Reluctantly forced to sell quickly. £1500. Colin Davies Tel:- 01691 860203 (Oswestry, Shropshire) e-mail: eryl.davies@fiscali.co.uk

Seats for Tudor Model 'Y', one front seat and rear seat and rear squab located North Yorkshire. All require total recover Richard Crabtree. Tel: 01729 840108 (Settle, North Yorkshire) e-mail: richardcrabtree@fiscali.co.uk



The car as sold on eBay, with fire damage to the door pillar, rear of the dashboard and singed seats and steering wheel. The instruments, rear view mirror and gear knob had been taken.

I had found Bob's number when I bought a load of classic car magazines. I just knew there would be a club for Model 'C's. When I spoke to Bob, he said, "Don't worry, we will get the parts for you." And sure enough they did.

The help that I had from Bob really enabled me directly and indirectly to get all the parts together for fitting, but of course, the first job was the headlining and upholstery. The headlining was burnt altogether and the seats were only singed, but needed replacing anyway.

My first Club magazine came the next day. In it I saw the article written by Nigel Stroud saying how he bought an industrial sewing machine for £27. I thought, if Nigel can do it, then I can do it. Spurred on by this article, I bought a sewing machine off eBay, knowing that Tammy, my daughter, used to be a machinist. She remade the headlining and recovered all the seats. Whilst she was doing this, I had ordered a new wiring loom. It arrived and was very soon fitted by my son. He also sprayed the car where the damage was.

This morning, I took her to the garage for her MoT and she passed first time. From start to finish, it has taken 5 months to complete the car. I hope this is an inspiration to anyone who buys a Ford 'Y' or 'C'."



The roof with the burnt headlining removed, showing the singed roof sticks and padding.



Daughter, Tammy, making an excellent job of recovering the seats

.....and the headlining."



The almost restored dashboard, with restored steering column and wheel and gear lever knob.



20 years ago – Issue 41, May/June 1986

For those of you who were in and around the Y&C Register in 1986, the following extract from John Guy's editorial, will bring back fond memories.

"Winter is behind us now and really this issue is mainly about two bright Club events: one just about to happen. The first was the Annual General Meeting. The day was warm and sunny, perhaps the first day of Spring and this seemed to set the tune for a very successful event indeed. We had a good turnout and everyone seemed to be in a relaxed mood. The minutes are reported in this issue and give a good idea of what went on, but I think so much of the success was due to all the groundwork put in by Don Malin and his kind family in organising the venue and refreshments for all who attended.



Although this was taken at the 1988 A.G.M., the young faces and the location (Whitstone Community Centre) were the same as in 1986. Ken Clarke, on the left, approaches Graham Miles, Bob Wilkinson and me under the incorrectly titled banner, while Jim Miles, in bomber jacket, looks on from the right. Not a grey hair amongst us! My (Sam's) CNN (now Barry Diggle's) parades in front of Alan Oake's, FPG 447 (now non-member David Bradbury's).

This brings me to the second event for which Don has put in even more work, the Club weekend at Stanford Hall. In this issue we are running the full descriptions provided by Don on the whole weekend. It includes more detailed information on camping, accommodation, the grounds and possible events. We are looking forward to a very relaxed and enjoyable weekend and hope to see you there. Some of the events are of the gymkhana type, dodging between obstacles and jumping fences – sorry, not really jumping fences, but plenty of fun and simple tests of driving skills and hopefully not egos."

Don Malin, who seemed to spend an aeon restoring his Model 'C', continued to serve

the Club well over a number of years and was the first recipient of the Maurice Billing Award in 1989. The trophy is awarded annually, at the Chairman's discretion, to the person considered to have contributed most to the success of the Y&C Register. Don's Model 'C' was bought by Brian and Roger Gurney who quickly had it up and running.

Coincidentally, the first letter referred to in issue 41 was from Wayne Dukes, who was serving with the U.S. Air Force. The letter states that he had moved from RAF Bentwater in Suffolk, where he bought a 1933 Model 'Y', back to the States, but had now been posted back to West Germany. He said, *"I will be looking for another Y Tudor as soon as I see what problems I will have registering it with the Germans."* This is a coincidence because, in the last month (March 2006), we have had an e-mail from Wayne Dukes (a non-member now living in Florida) telling us about his present December 1935 Model 'Y', (Y118876), which he imported from England in 2004, where it had been lying in a garage for 25 years. He is wanting to register it in Florida and was querying the various numbers with Bob Wilkie.

Regrettably, two recently joined members in 1986, John Hutchinson and Colin Barnes are no longer in membership. John's Model 'Y', JS 174, was last heard of with the Chesterfield dealers, 'Spinning Wheel', in 1994. According to the list of survivors, Colin still owns Model 'Y', CBY 764, and Model 'C', VG 9217, but where is he now? Does anyone know?

Issue 41 reports the completion on Brian Mace's restoration of another VG, 9361. Brian had 'rescued it from the grave'. He had shown his restoration photographs at the 1985 A.G.M. where few had seen such a brave restoration!

Bob Wilkinson had asked for details of Model 'C's in the magazine as Model 'C'/'CX' owners were not very forthcoming (they never have been! - Ed). He had received responses from Dave Curtis, who knew of three in addition to his superb 'CX' tourer (now owned by John Stanners) and the recently joined

Richard Bonson who had, and still has, a Model 'C' tourer.

As with all May/June issues over the years, issue 41 carried the minutes of the A.G.M. 30 members were in attendance, which represented about 12% of the paid up membership (267 plus 30 overseas members). There was nothing startling to report; the subs remained the same at £10 (£12.50 for overseas members); Graham Miles and Peter Ketchell had been beavering away at spares manufacture – hub caps were almost ready, roof stick kits for the Model 'Y' had been made, a prototype trafficator box was shown and a supplier of small quantities of brass items had been found. The librarian 'thought that the take-up had increased' on book loans! Votes of thanks were given to Don Malin and family for organising the gathering and venue and to Siobahn O'Leary for her hard work behind the scenes in typing the newsletters.

Finally, included in this issue was a (poor) photocopy of a couple of pages from the August 1935 edition of 'The Ford Times'. We don't have this edition in the Register library, more's the pity. It illustrates and describes all the Ford accessories available through 'your Ford dealer'. They were:- Spare Wheel Covers (Popular Models), Sun Visors (Popular Models), Luggage Carriers (Popular Models), Direction Indicators (Popular Models), Radio Sets (Popular and De Luxe Models), Air-Cleaner (Popular and De Luxe Models) and Aluminium Cylinder-Heads (Popular Models). If anyone has an original copy of this edition of 'The Ford Times', I would like to make a good copy of it and share the information on the accessories with you through the pages of this magazine.

Jean Hunt, in her 1937 Fordor (now Peter Ketchell's) pushes her luck in the 'Judge the width of your vehicle' driving test at Stanford Hall.



Restoration of Stan Bilous's Model 'C'



– Part 2

When compared with the Girling brakes of the later 8s and 10s, the early Ford brakes look simple enough, with rods radiating out to each wheel from a central cluster, but that is somewhat deceptive! For, unlike the later system, there are many more places where wear can take place. The first point to make is that, if all was in order, then there is no reason why the brakes should not be as efficient as the later ones. But, after some use, things begin to go wrong, giving rise to the complaint of "Rotten brakes!", as I'm sure many of you will have heard from MoT garages and other classic car enthusiasts.

Unlike the later Girlings, ours, when faulty, have such limited adjustment that a complete strip-down is the only remedy. I will start with the central cluster and pedal housing. Here all bushes must be wear free and replaced if necessary. I cannot emphasise enough how important it is to have the Bulletins for your model, which give guide lines on setting up, adjustments, etc. (*the Bulletins are available from Bob Wilkinson*)

Secondly, all rods must have new fork ends and clevis pins, giving rise to the old question, "Where the fork ends? I don't know, I've only just started!" The Bulletin mentions replacing the short ends with longer ones, a point I found necessary to get more adjustment. I also had to tap the threads on the rods to allow for the increased lengths of the new ends.

Working to the wheels, new king pins and bushes must be fitted if there is any wear. The king pin housing contains two small phosphor bronze perforated bushes. Any wear here is crucial, for any play lessens the efficiency and cannot be adjusted out. Similarly, the operating shafts and spoon ends must be wear free, a point that is often overlooked when new bushes are fitted.

Assuming all is then well, we go into the brake housings. This, in my case, was the real issue! The problem is that there are different sizes of wedges, rollers, wedge operating studs, shoes, thickness of linings, according to the model in question. It is essential to have the correct ones. Do not assume, like me, that the ones in your car are correct, or that the bits bought from whatever source are correct. There were so many changes and later bodes over the years on my car trying to compensate for the wrong bits fitted.

In my case, some of the shoes had a second lining fitted on top of the old ones to compensate for wear on the drums, rollers and wedges. The wedges had a piece of tin wrapped round them to increase the width!

Assuming you have the correct shoes, and the drums are within wear limits, look to the rollers – there are at least three sizes. This caught me out, as I fitted replacements that were the same size as those on the car – wrong! – they were too small. The Parts Book lists YE 2023-A, -B and 48 2023. For my 'C', I had the earlier ones fitted, i.e. YE 2023-

A, but I did not know that. Consequently, there was not enough adjustment available. I could not figure out why the brakes would not pull up. To add to the confusion, the wedges come in two sizes, but the ones I had seemed to be correct. I have yet to find a source for these so, if they are worn, the only recourse is to find some used ones with minimal wear. (Maybe the Club could look into this one?).

Once I had fitted these parts, together with new shoes and linings, all was well and she finally passed the MoT. I was on the road at last!

All the above refers to the front braking system. The same applies to the rear, but here there seems to be more operating leverage, so it is not as critical as the front. However, wear must be minimal.

In conclusion, I must thank all those who helped in the restoration, including the Y&C Register, who provided me with wedges and advice, and the many autojumbles I visited. Also, I cannot leave out our very own Yvon Precieux, who, in addition to many valuable suggestions (most of which cannot be repeated here), helped in the moving of the body-shell when I built my new garage many, many years ago. As you can see from the



photograph, he even looks younger and, dare I say, almost handsome – but don't let's get too carried away!

"Stan, wi' a tartan shirt, and Yvon Precieux, having manhandled the body-shell from its resting place in 1989. Although the bodywork looks OK, it wasn't! Note also the driver's floor panel in the foreground with steel box, which was used to hold the radio batteries and not tools as Stan first thought."

International correspondence

Australia (Queensland)

I have received the second edition of 'Ford Upwrite', the newsletter of the newly formed Ford 8&10h.p. Sidevalve Club of Queensland Inc. I am delighted to report that the Club is going from strength to strength. Brian Shields, the Secretary, e-mailed me to say:- "The club is moving along nicely, we currently have 22 financial members with approximately 40 vehicles among us in various states of repair, which has far exceeded my expectations in less than 12 months."

In the newsletter is the story of Brian's father's experiences growing up in and around English Ford 8 & 10 sidevalves. Although Brian's father (also Brian) is a member of the Queensland Club, he has always lived in Yorkshire. He starts his reminiscing with:-

"I begin with the tale of my uncle, whose business in Bradford, West Yorkshire, was dependent upon his Ford butchers' van. In 1936, this uncle started his retail butchering business using a Ford 8hp van based on the popular 'Y' model car of the time. In a splendid livery of two tone chocolate and cream, it stood out from the other vehicles of that period which were, with very few exceptions, all black. Not being old enough to drive myself, I cannot attest to its handling qualities or its faults. I do recall that it was a most reliable vehicle but an unforgettable bone shaker."

Piccadilly Jim R.I.P.

After all the effort our guys put in to helping the filming of Piccadilly Jim in London, we hear that the film is not to be released. Jim Sharpe sent me a report from the Daily Mail, which said:-

"After the success of Gosford Park, Oscar-winning scriptwriter Julian Fellowes had hoped that Piccadilly Jim would be his next big hit. Alas, it is not to be, as the film, which is based on the novel by P.G. Wodehouse, has been badly damaged after a mishap in the editing suite.

'There was a drama in the film labs and something went horribly wrong,' Fellowes tells me at the Critics' Circle Film Awards. 'However, I was only the writer, so can't shed any further light.' But actor Tom Wilkinson, who stars in the picture alongside actress Brenda Blethyn, has done some sleuthing. 'I heard that someone spilled a cup of coffee over the master tape in the studio,' he says."

What a shame. It would have been nice to see our four Model 'Y's on the silver screen – or on DVD even.

His uncle changed to a 7Y Fordson van (AVY 149) in 1938, which served him up until his call-up into the Army. Again, another very reliable vehicle. As Brian (Senior) states:- "I do not recall AVY 149 ever having any mechanical breakdown. Come hell or high water the little Fordson always got the meat through."



Not Brian Shields (Senior)'s uncle's butcher's shop, but a lovely period shot of A. Rickett & Son's shop in Bovingdon, Hertfordshire (it's still there, apparently). A Model B van on the left presumably brought the carcasses of meat in from Smithfield Market in London for butchering, whilst the Model 'Y' van and the butcher boy delivered the cuts of meat to the regular customers. The shield with King George V and Queen Mary above the shop suggests that the photograph was taken in May 1935 to celebrate King George's Silver Jubilee."

Australia (Victoria)

Bill Ballard has introduced a newsletter for distribution to members of his Y&C Register syndicate. This supplements the copies of 'Transverse Torque', which he sends out to them and for which the syndicate pays us an annual subscription. In the first issue, he reports on the Ford 8&10 Sidevalve Club of Victoria's Christmas party, which took place at the replica settlement of Porcupine Flats at Maldon, Victoria. Period dress was the order of the day.

Also reported was the progress on David Moran's rebuild of a Model 'CX' well-type roadster ute, which he affectionately refers to as 'Stuey'. Its original Geelong body number was 20B 28LD, which is a peculiarity in its own right. Normally, the body number and style are the other way round, i.e. 20B LD28. We are waiting for another 'CX' roadster ute to come to light to see whether this was peculiar to the 'CX' breed. It is to be noted that, coincidentally, Keith Pratt has a Model 'C' well-type roadster ute with body number 20 LD28.

Congratulations are in order for Bill, whose Model 'CX' roadster, 'Bluey' was runner-up at the All Ford Day at Geelong on 19th February in the category 'Best Early Four Cylinder - Pre 1960'. Bill's roadster appears on the back cover of this issue.

see photos next page..

New Zealand

Non-member, Roger Healy, from Queenstown, on the shore of Lake Wakatipu in the south of South Island, kindly sent two items to add to the Club library. The first is a photocopy of a 'Model Y 8 H.P. Parts Price List' dated 1 July 1934. When Roger first e-mailed me about this parts list, including a picture of the cover, I was surprised to see

a gaudy red white and blue cover, complete with the New Zealand kiwi and fern emblems; most unlike the normal Ford, drab, monocoloured background to their publications of that period. As Roger offered to photocopy and send it, I was delighted to accept. Of course, when it arrived, all became clear; it was not a Ford publication at all. As 1934 pre-dates the opening of Ford's assembly plant in New Zealand by a couple of years, I should have realised. It was printed and published by the Colonial Motor



Bernie Bridle's Geelong bodied, dark blue, Fordor, sedan, 19 S371 (chassis no. Y48233), at the replica settlement at Porcupine Flats."



David Moran's Model 'CX' roadster ute, 'Stuey', making progress at Wandong, Victoria."

Company Ltd., which had been awarded the Ford franchise in New Zealand by Ford of Canada in 1908.

The busy, very colourful front cover of the New Zealand Model 'Y' parts and price list of 1 July 1934."



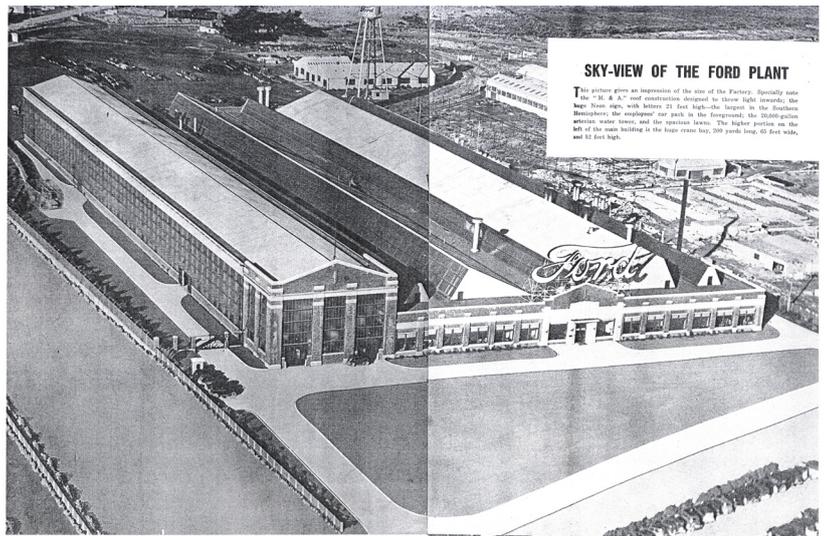
It was fascinating to see how the CMC and Ford publications varied. For a start, unlike our Ford parts lists, each item in the CMC publication was priced (in £,s,d.). Additional items appertaining to the De Luxe Model 'Y' were also included, such as the luggage rack and spare wheel cover. I note that the 'strap (spare wheel and tyre) assy.' (Y-E-18305) was also included. The two empty pages in the Ford

catalogue (opposite the index and the last page) were taken up firstly with an advertisement for the 'Reconditioned Cylinder Assembly Service' – 'For the sum of £12/16/0 (plus cost of installing and freights) you obtain a factory reconditioned engine.' and secondly, with a photograph and blurb about the Dagenham factory, stating,

"GENUINE FORD PARTS for the Model "Y" Light Car are manufactured only at the Ford Factory in Dagenham, Essex. They are identical with the original parts in the car – made in the same plant, on the same machines, by the same men In their manufacture precision limits as fine as one ten-thousandths part of one inch are ensured by the use of the famous Johnson gauges Forty different kinds of steel are used in this car – seven kinds in the transmission alone; each kind is selected, after exacting tests, for the special work it has to do Safeguard yourself by demanding and obtaining only **GENUINE FORD PARTS.**"

Also listed are the Ford dealers at that time (54 on the North Island and 25 on the South Island), which makes a handy reference.

The second document sent by Roger was a photocopy of an illustrated guide round the Ford factory at Lower Hutt, published in 1938, with an introductory message from the then Managing director, Ford Motor Company of New Zealand Limited. Mr. G.H. Jackson. All the photographs illustrate the various stages in the manufacture of the 1938 V8 Model 81A, starting with the arrival of wooden crates from Canada and England.



This is the first picture I have seen of the Ford plant at Lower Hutt, opened in 1936. The caption reads:- "The picture gives an impression of the size of the factory. Specially note the "M. & A." roof construction, designed to throw light inwards; the huge Neon sign, with letters 21 feet high - the largest in the Southern Hemisphere; the employees' car park in the foreground; the 20,000-gallon artesian water tower, and the spacious lawns. The higher portion on the left of the main building is the huge crane bay, 200 yards long, 65 feet wide and 52 feet high.

And so the Club library expands. Our thanks to Roger Headly.

Spain

Luis Cascante, our Spanish sleuth, has been at work again. He e-mails:-

"Sometime ago I sent you three photographs of Barcelona assembled Fords, that were included in issue 138 of 'Transverse Torque':- A cabrio-limousine Modelo 10 1936, another standard Modelo 10 1936, and an also standard Modelo 8 HP. After hard and long research, I have been able to establish who were the owners of the three cars (in 1946). They were as follows:-

(1) The cabrio-limousine belonged to Mr. P. Cobo, proprietor of the 'Cobo' Ford Agency in Barcelona. Hence the location of the photograph in front of the Agency's premises in Barcelona's Avenida Diagonal."

(2) The Tudor Modelo 10 on the snow was owned by a company called S.A. Marqués."

(3 below) The Model 'Y' with the Fiat type wheels belonged to Philips Ibérica, the Spanish branch of the big Dutch corporation. Possibly the two men in the picture were Philips' executives of the period."

Editor's note:- The three photographs typify Spanish production and the effects of the Spanish Civil War on Spanish vehicles. The cabrio-limousine is a real hybrid of Dagenham and Cologne body parts; a Cologne body shell with a Dagenham bonnet and bumper. The Modelo 10 in the snow, apart from the headlamps, steering wheel and mud-flaps, appears to be a Dagenham manufacture, but the Model 'Y' (Modelo 8) would appear to have seen service in the Civil War, in which vehicles were bodged as best as they could be to keep them on the road. This car has 'foreign' and larger than normal wheels and headlamps as well as a Model 'CX' front bumper. It has also lost its chrome surround to the radiator grille.



Spares report

Steering boxes

We are now able to supply a **LIMITED** number of steering boxes on an exchange basis for 'Y' and 'C' models. These are serviced boxes and come complete with a splined drop arm fitted. The price is £275.00

The only boxes eligible for exchange are those with a **SPLINED** drop arm, we are unable to accept the keyed type sector shaft. The serviced box will not be released until we have the old unit.

Parts price review

Those of you that were at the AGM on April 23rd will know we are reviewing the availability and pricing of items on the Parts for Sale list. For those of you that couldn't get to Willoughby, you missed the best meeting yet.

Bad news is never welcome, but we can't hold these 1990's prices any longer. As a friend of mine said recently, **the days of getting change out of a pound for a pint of beer have long gone.** The same goes for our stock of parts at bargain prices.

Continued on page 24

Upholstery

On the introduction of the Model 'Y' in August 1932, there was a choice of four body colours, maroon, thorn brown, orient blue and black. The thorn brown option was dropped shortly after launch. The maroon option was dropped in March 1935 and the orient blue in October 1935. Electric blue was introduced in October 1933 for one year only, to be replaced with Cordoba tan (or grey) for one year from October 1934. Vineyard green was also introduced in October 1933 and, with the black, remained until the cessation of production at the end of August 1937.

Initially, the upholstery and trim were either a cloth or, at extra cost, you could opt for leather. The cloth was a Bedford cord with light blue/grey or fawn/beige check in 1/8th inch squares. Which colour depended upon the body colour of the car. The checked Bedford cord would seem to have been discontinued with the introduction of the long rad in October 1933. There was also a plain beige Bedford cord, which may well have been introduced during the later stages of short rad production, and continued into the long rad production period until some time in early 1935, when rexine replaced the cloth. Those of you with original cloth upholstery Model 'Y's or early 1935 rexine upholstery cars, are asked to contact me, so that the change-over can be better dated.

The leather colour options for the Model 'Y' were blue for the orient blue cars, red for the maroon, and brown, green or red for the black cars. The leather option cost £5 10s extra, on top of the £120 for the Tudor and £135 for the Fordor. The leather option remained available until the introduction of the £100 Tudor in October 1935

The early De Luxe Model 'C's, introduced in September 1934, also came with beige cloth upholstery and trim as standard and with the leather as an optional extra at £5 10s. The Ford blue bodied car had a blue leather option, the maroon had red leather, Cordoba grey with red or blue leather and the black with green, red or blue leather. The special edition, ivory and black cars (25/- extra on the basic cost) had either cloth or black leather as options. Note that the maroon Model 'C' had been discontinued by April 1935. The Ford blue and Cordoba tan cars were discontinued on the introduction of the Model 'CX' in October 1935.

A further big change came in October 1935 with the introduction of the £100 Tudor Model 'Y'. Cost saving measures had been introduced across the production lines. There

were only two body colours for the Model 'Y'; vineyard green with green rexine upholstery and trim, and black with green or red upholstery or trim. The body colours of the Model 'CX' were limited to one colour, i.e., no black wings and valances. The colours were vineyard green, gunmetal grey or black with either green or red rexine or leather upholstery or trim (only £5 extra). The most significant change in the upholstery was in the pattern of the seats. Up to October 1935 the seats had pleats across their width. Thereafter there were just two sets of pleats on either side of the seats (see photographs).

If any reader can add information to the above upholstery and trim descriptions, or has reason to contradict them – ye are to declare it!



A close-up of the Bedford cord check material. This sample came from the front seat of Norman Holland's Model 'Y' (July 1933)."

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Currently, with some parts, members are benefiting from prices fixed as long ago as 1990, or earlier. This is all down to the foresight of the Club officers at that time. By ordering in bulk, they were able to inflation-proof the price of many of the parts you as members are buying now. As we are replacing stock, we are finding just how much the Club has saved the members over the years. There are items and materials that more than doubled in cost since we made our last purchase. An example of material cost is the running board rubber. We bought stock in 2003. When we came to replace that stock in late 2005, the cost had increased by some 30%. Another example is the cost of mild steel; there has been a 46% increase in price in the last twelve months.

Over the next six to eight weeks we will review our stock and access what we need to meet members' demands in the future. By doing this, hopefully, we can set our prices for the next year or two. There will be price increases on several items, but this will only reflect what we, as a Club, have to pay for replacing, re-manufacturing and posting these items.

The review will also cover how competitive we are compared with other suppliers, this may mean we drop certain items or include new ones. Whatever is decided, it will be for the benefit of the membership in providing the best possible parts service.

Jim Sharpe.



The plain beige Bedford cord cloth upholstery of the earlier Model 'Y's and Model 'C's. Note the pleats across the width of the seats."

An illustration of the Model 'C' interior showing the leather pleats across the width of the seats and the patterned door trim.



The cost cutting measures introduced in October 1935 resulted in two pairs of pleats on the front seats and three pairs on the rear seat. Note the pattern on the door trim, which remained constant throughout the Model 'Y' production.



Sam Roberts.

The ivory and black Model 'C's

On the rear cover of issue 158 of Transverse Torque was an aerial photograph of the 7th Barcelona Motor Show (VII Exposición Internacional del Automóvil de Barcelona), which appeared in the June 1935 edition of Revista Ford, 'The Ford Times' of Spain. On the left hand side as you entered the Ford stand was a left-hand-drive, ivory and black, Fordor, Model 'C'.

This was one of a number of special edition De Luxe Model 'C's, introduced presumably to boost the sales of the new Ford model, as Europe pulled itself out of the tail end of the Great Depression of the early '30s. For this special body finish, which required special paintwork at Briggs Bodies Ltd, you were charged an extra 25/- on top of the retail price (£135 Tudor and tourer; £145 Fordor). You also had the option of cloth or, for an extra £5 10s, black leather upholstery. The ivory and black option was not available on the tourer.

A special edition Tudor model was first shown at the 1934 Ford Motor Exhibition at the Royal Albert Hall, from 11th–20th October, on a turntable inside a circular tubular steel barrier. A Fordor model was subsequently on show at the regional Ford exhibitions in Cardiff, Leicester, Newcastle, Glasgow, Leeds and, finally, in the City Hall in Manchester between 27th April and 4th May. It can be seen from the issue 158 of the magazine, that samples also were displayed on the Continent.

By all accounts, the unusual livery was a great success and proved to be popular. A letter from the Export Sales Department at Dagenham to the Ford Motor Company in Dearborn, U.S.A. reads, "With reference to our letter of November 12th announcing the production of a limited number of DELUXE FORD in special Ivory and Black finish, in view of the enthusiastic reception of these models, it has been decided to continue this finish as a standard production at an extra charge of 25/- nett."

Having said that, on the register of known surviving vehicles, we have only one ivory and black Model 'C' listed, belonging to non-member C. Ellis (C19911). Some could have been resprayed during restoration.

The only anomaly to the story comes from Yvon Precieux, who reports that there were apparently a number of ivory and mauve bodies. Yvon pulled up with an old ex-Ford employee, Bert Lock, who recalled working on a two-tone dealership exhibition vehicle for 'the Motor Show'. Instead of black, the combination colour with the ivory was mauve. Yvon comments, "Whether this was intentional or a matter of pigments in the paint is not known, but the wife of the manager liked it

and it was left as it was."

As this is the only reference I have seen to a colour other than black with the ivory, I suspect that this was a freak product of the Briggs paint-shop.

Sam Roberts.

A beaming model (pre-swimsuit years!) welcomes punters to the centrepiece at the 1934 Ford Motor Exhibition at the Royal Albert Hall – a Tudor, special, limited edition, ivory and black, Ford De Luxe 10 h.p. on a turntable. Note this one has black leather upholstery.



Catching up with folk on the East Coast of Australia



by Bill Ballard

The last time Sandra and I visited Brisbane was in September 2002, when we were fortunate enough to be able to go to the RACQ All British Day at Tennyson. I had enjoyed that trip very much and thought it was time we made another visit. But steady on - we are not talking about a day's trip down the road here! We are talking of a 3,620km (2,260 mile) round trip from S.E. Melbourne, taking two days each way. Add in a couple of days break on the way up, a reasonable period in Brisbane, and a few more days break on the way back, and you are talking of at least a fortnight away from home.

Back in 2002, the only active "club cars" that were known to me on the east coast of Australia to the north of Sydney were Rick and Robyn Bushell's red 1936 Model 'CX' coupe in Bonny Hills, northern N.S.W. Maurie Graham's white and red 1936 Model 'CX' coupe on the Gold Coast in S.E. Queensland and Cyril and Gayle Johnston's maroon 1935 Model 'C' coupe up in Moranbah, central Queensland. Since then they have been joined by Barry Seng's restored white 1936 Model 'CX' coupe in Redland Bay, S.E. of Brisbane. Having finished my restoration of "Bluey", I thought it would be a good idea if we could all get together at the RACQ All British Day at Tennyson on the 18th September 2005, which would create a few records, and I worked towards achieving that goal.

When the Bushell's kindly invited Sandra and I to spend a few days with them and they agreed to take their coupe up to Brisbane (360 miles from Bonny Hills), the "dream" seemed "on", but Cyril was the first to drop out because of family commitments and Maurie did not respond to my invitation and couldn't be traced at his former home. Reading like an Agatha Christie novel, that still left three of us, right up to our day of departure from Melbourne...



Rick and Robyn Bushell's red August 1936 Model 'CX' Coupe in the north of New South Wales.

Unfortunately, on the extremely wet morning of 12th September, we got as far as Lilydale, 12 miles from home, on the outward journey, when a chap pulled alongside us at traffic lights and kindly informed us that a wheel had come off our tandem trailer about 5kms back!

Drawing cautiously through to a service road on the other side of the lights, I got out of the car (and was instantly drenched!) to discover that the front, nearside wheel had come off. I immediately looked upwards and thanked The Lord that it hadn't been one of the offside wheels - which could have wreaked havoc with oncoming traffic! I replaced it with a spare and retraced our steps to the point the wheel had come off, where our informant was waiting in a lay by. He was to show me where the wheel lay - it had jumped a 4ft high barbed-wire fence and landed in a paddock 200 feet away from the road. But for him, I would never have spotted it in a 1,000 years! When it was recovered, it still had the wheel trim on it and the five nuts were inside it - a miracle! As the threads on the wheel hub had been partially stripped, I daren't risk taking the trailer up to Queensland. So, after offering my informant a slab of beer for his kindness (which was declined!), we returned home and dumped the car and trailer under the car port. After a quick change of clothes, we continued our journey in the poshmobile some 2½ hours later than planned. This episode did not stop us from having a fabulous time and, once we were clear of the Great Dividing Range (some 35 miles north of Melbourne) on that first day, we had fabulous weather all the time we were away (it continued to rain in Melbourne for most of the time we were away, I'm told!).

We got as far as Mittagong (about 65 miles short of Sydney) that night and watched some of the final Ashes Test Match from our motel bed. Exciting (the cricket, not the bedroom activities), and my thoughts turned to Jim Sharpe (our Spares Administrator), who I knew was lucky enough to possess a ticket for that match.



The shortest long distance drive ended back in the car port after only 12 miles. Bill's 'Bluey', a February 1936 Model 'CX' roadster, all dressed up with nowhere to go.

Since that fateful day, I haven't stopped telling the Aussies that we (the Poms) can also play cricket, and that the so-called "World XI Series" is (was) a waste of time and didn't count for anything (except boosting the Aussies' ego)!!

The car show in Brisbane was fantastic with some lovely cars - Jags; Bentleys; Jowett Jupiters; you name it, it was there - and we had

a record turnout of Small Fords for Queensland (13 in total), which included Rick's and Barry's coupes. I think this was the first time a "CX" had ever been seen at the Tennyson show, let alone a pair of them! We met up with many old friends, including Brian Shields and Terry Keene, who had recently acquired a 1934 Model 'Y' 3-window coupe.



Terry Keene's January 1934, rare, Model 'Y' coupe (Geelong body no. 19 C20) under restoration in Queensland. That's a rather large stubbie he's holding!

Two days after the show, Sandra and I had lunch with the Seng family in Redland Bay before rendezvousing with the Bushells (who had been to see their daughter and family) for a quick visit to Terry's new home in Bethania, where we were able to view his very rare Model 'Y' coupe at first hand. Terry has already made a start on restoring it and proudly showed me the new "B" posts he'd fabricated for it. Inspection of the chassis confirmed his fears that it had been shortened to the rear of the rear wheel arches at some time in the past. The missing parts will have to be replaced if he wants to reinstate the petrol tank in the usual place!

I came south from Queensland with a suitable engine and a bonnet for my "CX" ute project, courtesy of Barry Seng. I have already taken the bonnet in to be chemically stripped prior to having it repaired (there is a crack along the leading edge which needs welding).

Sandra and I would like to thank Wayne Lodge for his tremendous help with the logistics; Rick and Robyn for their tremendous hospitality (the consummate hosts!); to Barry for the parts and to everyone else who helped to make our marathon trip so worthwhile.



At the Tennyson Show with Rick Bushell standing by his red coupe and Barry Seng standing by his white Coupe. Bill is the guy in the bush hat without his car! Terry Keene and young Christopher Seng make up the group.

